

44% (including a 650% increase in labor trafficking convictions). However, victim identification decreased by 15% (although there was a significant increase in the number of labor trafficking victims identified). Eight countries in this region improved their anti-trafficking laws in 2012. Cuba is the only country in the region to be Tier 3. Colombia and Nicaragua share Tier 1 status with the United States and Canada.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2014

SPEECH OF

HON. HENRY A. WAXMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 9, 2013

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2609) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2014, and for other purposes:

Mr. WAXMAN. Madam Chair, I rise today on behalf of the Safe Climate Caucus to continue our effort to end the conspiracy of silence in this body surrounding the issue of our time: the growing threat posed by climate change.

We have a moral obligation to be responsible stewards of the environment for our children and future generations. History will not judge the House of Representatives kindly if we continue to ignore the mounting danger and act like the last refuge of the Flat Earth Society.

Yet that is what we are doing. The Republican strategy amounts to a conspiracy of silence. Despite our repeated requests for hearings and debate, the Republican majority refuses to hold hearings, continues to deny the science, and passes legislation that recklessly endangers our atmosphere.

In the last Congress, the Republican-led House voted 53 times to block any action on climate change. The Energy and Water Appropriations bill on the floor this week guts funding for research and development for energy efficiency and renewable energy.

It is still not too late to stop the rising CO₂ levels in our atmosphere. The United States can still be the world leader in the clean energy technologies of the future. But we must act now.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2014

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 9, 2013

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2609) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2014, and for other purposes:

Mr. GENE GREEN of Texas. Madam Chair, I represent areas of North and East Harris

County and Houston, including a large portion of the Port of Houston and the Houston Ship Channel. Water development projects at the Army Corps of Engineers are critical to our economy and to our safety. We rely on flood control and dredging projects in the Houston/Harris County, Texas area. Flood control projects protect lives and property every year in our district. However, without adequate Army Corps money, necessary maintenance and new projects will be neglected putting our area at risk.

The Energy and Water Appropriations bill is important to us. This bill needs to provide more funding for the Army Corps.

The Port of Houston is the largest foreign tonnage port and the largest petrochemical port in the country. In fact, it moves the second largest amount of cargo in the country, as 8.5% of our nation's cargo moves through the Port of Houston. The commerce that occurs at our port is critical to our nation's energy and chemical sectors and to our country's ability to trade and move goods throughout our country. It is a port of national significance, but has not received the attention that is necessary to answer the challenges we face in the near future.

Despite the national importance of our port, it is facing a dredging crisis.

The President's budget request funded dredging at the Port at around half the actual need. The Energy and Water Appropriations bill doesn't even get us to the President's request level. Infrastructure is a key component of commerce and it is time the House of Representatives starts passing legislation recognizing this important fact.

Additionally, by cutting New Starts completely, this bill prevents funding for a vital project in Houston that will explore widening and deepening the shipping channel to the Turning Basin. This funding is critical to preparing our Port for the years ahead.

In 1998, the Federal Government and the Port of Houston invested \$700 million over the course of years, to deepen and widen the Ship Channel. An investment we have benefited from tremendously.

As the years have passed silt has settled and reduced the draft in the channel significantly. Today, only a small portion of the channel is dredged to its proper depth across the entire width of the channel. That is astounding. Our nation's investment is rapidly deteriorating. Currently, the Houston Ship Channel is dredged to a depth of 43 feet, but it should be 45 feet. The Panama Canal is expanding and when it is completed, the Port of Houston should be at a minimum of 45 feet and we could take advantage of additional depth.

As we confront the dual challenges of adopting policies that create jobs and reduce the debt, funding for dredging projects is an item that, while costly, will have more of a positive impact on our economy than a negative impact on our deficit. The Texas Transportation Institute performed a study and determined that a direct economic impact of the loss of 1 foot of draft is \$373 million. The majority of this impact is lost business opportunities due to light loading of non-containerized vessels. As the dredging crisis at the port continues to worsen, the opportunity cost will quickly increase.

The time to increase our investment in our infrastructure is now. We can't wait until the

economy improves because strengthening our infrastructure is integral to growing our economy.

ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2014

SPEECH OF

HON. JANICE HAHN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 10, 2013

The House in Committee of the Whole House on the state of the Union had under consideration the bill (H.R. 2609) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2014, and for other purposes:

Ms. HAHN. Madam Chair, I rise to express my concern about the amendment accepted into the Energy & Water Appropriations bill last night that prevents the Army Corps of Engineers from using any of the funds appropriated in that act for even suggesting expanded uses of the Harbor Maintenance Trust Fund.

I represent the Port of Los Angeles, a Port which, combined with the adjacent Port of Long Beach, constitutes the busiest port complex in the United States. Forty percent of the cargo that comes into this country flows through the Ports of LA and Long Beach.

The Ports of LA and Long Beach contribute more to the Harbor Maintenance Trust Fund than any other port—over \$263 million last year. That's money that comes out of the pockets of American businesses, an added cost borne by American consumers who rely on the Ports of LA and Long Beach being efficient and strong.

But because this port complex—arguably the most important port in the Nation—is blessed by geology, we have little need for dredging to remain deep and wide. And so my port sees less than a penny return for every dollar it contributes to the Harbor Maintenance Trust Fund. And that means that all those American businesses and consumers who are forking over \$263 million every year are seeing practically no benefit.

The port they rely on is cut out of the narrow uses set for the HMTF. I don't think that's fair, and I don't think that's smart. Why have we structured the use of the HMTF in such a way that 40 percent of the Nation's imports are not seeing any benefit?

Every port, big and small, deserves to be completely and promptly dredged. That's why achieving full utilization of the Harbor Maintenance Trust Fund is so critical. But we also need to address the donor equity issue faced by deep draft commercial ports like mine, who handle so much cargo and see so little investment in return. And so yes, I think we need to examine some expanded uses—including maintenance berth dredging and some landside uses closely tied to the port—so that the HMTF does in fact contribute to the strength of all ports in this great country.